

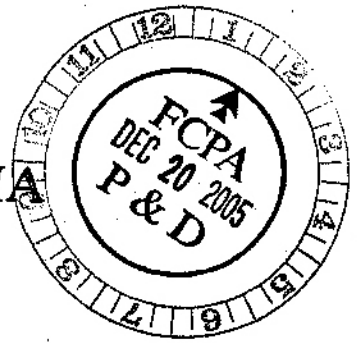


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COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)



GREGORY A. WHIRLEY
ACTING COMMISSIONER

December 15, 2005

Ms. Lynn S. Tadlock, Director
Planning and Development Division
Fairfax County Park Authority
12055 Government Center Parkway, Suite 927
Fairfax, Virginia 22035-1118

Subject: White Horticultural Park

Reference: Your letter dated December 1, 2005 (received December 8, 2005)

Dear Ms. Tadlock:

Thank you for your letter. It has helped in clarifying the issues regarding the proposed entrances to the future White Horticultural Park. While some of your concerns cannot be addressed without a detailed investigation, which would more appropriately be undertaken by a consultant, I would like to express VDOT's position on many of the design elements recently discussed on site with the impacted residents and Park Authority staff.

In general, the traffic volumes predicted by the Park Authority for this park are very low and would not be expected to create any unusual transportation problems in the area. In fact the traffic volumes, except in the most extreme cases, would be less than that which would be expected if this property were to be developed to its currently allowed density. While many of the alternative entrances are serviced by older, narrow roadways, these are visually in good condition and would only require minor modifications, if any, unless problems were to develop in the future, particularly in regards to parking along the shoulders of the ditch section streets.

Princess Anne Street

The section nearest the park would have to be widened to 18', but the balance of the roadway would not appear to need additional work. It would appear that modifications to the existing culvert would need to be undertaken for this widening. If parking along the shoulders is a current or future concern, gravel shoulders may need to be installed or parking prohibited. It would appear that this could be accomplished with the removal of only a

few, if any, trees. VDOT would request that a suitable turnaround be provided at the end of the roadway. This would normally require a cul-de-sac with a minimum 30' radius. However, as property acquisition and/or wetland issues may become a concern, and traffic volumes are low, we would be willing to discuss alternative measures as indicated in the 2005 Subdivision Street Requirements (SSR).

Rolfs Road

This roadway would not appear to need additional work. If parking along the shoulders is a current or future concern, gravel shoulders may need to be installed or parking prohibited. It would appear that this could be accomplished with the removal of only a few, if any, trees. VDOT would request that a suitable turnaround be provided at the end of the roadway. This would normally require a cul-de-sac with a minimum 30' radius. However, as property acquisition may become a concern, we would be willing to discuss alternative measures as indicated in the 2005 Subdivision Street Requirements (SSR).

Kerns Road

The location of an entrance along Kerns Road would require land acquisition. The location would have to be carefully selected due to the limited sight distance available due to the vertical curve in the roadway in this area. With the projected traffic volume information provided a left turn lane would not be required, however, if a special event were to occur, the utilization of a police officer to direct traffic might be considered. It would not appear that a right turn lane would be needed, but an enlarged radius (50') would be helpful to maintain normal traffic operation.

Sight distance was not field measured, but it would appear that sufficient sight distance would be available if the entrance location was carefully selected, particularly at the low vehicle speeds achieved through traffic calming along the roadway. An analysis would be required to determine if sufficient stopping sight distance is provided at the selected entrance to avoid rear end collisions of vehicles waiting to make a left turn into the park.

Goldsboro Road

This roadway would not appear to need additional work. VDOT would request that a suitable turnaround be provided at the end of the roadway. This would normally require a cul-de-sac with a minimum 30' radius and additional ROW. If appropriate easements were provided to allow VDOT maintenance vehicles to enter the property and a suitable area provided for snow operations, consideration would be given to waiving this requirement.

Horseman Road

This roadway would not appear to need additional work. If parking along the shoulders is a current or future concern, gravel shoulders may need to be installed or parking prohibited. VDOT would request that permanent ROW be acquired for the existing cul-de-sac.

Pedestrian Access

The lack of shoulders or sidewalks along Princess Anne, Rolfs, or Horseman would make these unsuitable locations for pedestrian access points to the park. If sidewalks were to be constructed, VDOT would not maintain them on these ditch section streets. Installation of sidewalks could require removal of existing trees and/or create greater impacts on the existing residential properties.

Unfortunately the existing pedestrian trail on Kerns Road is located on the opposite side of the street. Given the limited sight distances at this entrance location, this would also require careful consideration as a pedestrian access.

The existing sidewalks along Goldsboro would make this the best candidate for pedestrian access to the park.

Traffic Concerns

We do not have sufficient data to examine the magnitude of any existing cut through traffic in this area. However, given the low trip generation, and off-peak hours of operations, it would not appear that the park would exacerbate any current problem.


Again, given low trip generation and hour of operations, we cannot foresee any appreciable problem with school operations or other traffic activity in the general area. This is especially so given the assumption that any significant events at the park would occur on weekends or other off-peak hours.

Future Assistance

We are happy to provide this information to the Park Authority as you consider how best to make this valuable horticultural resource available to the general public. We will be pleased to review any additional information as the final access location(s) are selected and construction drawings are prepared.

Ms. Lynn S. Tadlock
December 15, 2005
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Sincerely,

A handwritten signature in black ink, reading "Paul J. Kraucunas". The signature is fluid and cursive, with a long horizontal stroke at the end.

Paul J. Kraucunas, P.E.
Manager
NOVA District Land Development Section

cc: Penelope Gross, Mason District Representative, Board of Supervisors
Frank S. Vajda, Mason District Representative, Park Authority Board
Michael A. Kane, Director, Park Authority
Timothy K. White, Deputy Director, Park Authority
Kathy Ichter, Acting Director, Department of Transportation
Chuck Almquist, Transportation Planner
Sandy Stallman, Acting Manager, Park Planning Branch
Jorg Huckabee-Mayfield, Fairfax Team Leader, NOVA District Land
Development Section
Kevin Nelson, Transportation Engineer, NOVA District Land Development
Section